

SCIONS OF ILLUSTRIOUS FIGHTERS

Uncle Sam's Ships and Regiments Swarm with Men Who Represent Practically All Those Old-time Warriors Who Made the Nation's Army and Navy World-famous Years Ago.

By JOHN S. HARWOOD.

It is no exaggeration to say that the army and navy—for some months past probably more in the public eye than in any other time of peace—today literally swarm with representatives of practically all those old fighters who, in the years that are gone, made the army and navy world-famous in history by their stirring victories gained by daring strategy and equally daring personal bravery.

Many of these heroes of the republic are represented in one or the other branch of the service, and sometimes in both, by men who bear the family name. Of such are the Stevenses, the Breckinridges, the Porters, the Biddles, the Grants, and the Washingtons, collateral descendants of the immortal George. Others of the old-time warriors are represented through the female line, and not infrequently it happens that one of the officers will represent the blood of several famous warriors in the cause of liberty. The two Cravens now in the navy, for example, have back of them the fighting blood not only of the Cravens, but also of the Truxtons, the Beales, the Houstons, and the Tingeyes. And not a few of the old fighters have been represented uninterruptedly in the service, directly or indirectly, right down to the present day. The Rodgers family, for one, has been in the navy ever since there was a navy on this side of the water; and a Rodgers married a daughter of Oliver Hazard Perry, the hero of Lake Erie, so that the family represents the Perry blood in the service.

The Rodgerses now in active service number eight, one is on the retired list, and all are in the navy. They are Frederick Rodgers, rear admiral, retired four years ago; Christopher Raymond Perry, a young ensign; Frederick, Jr., a midshipman; John, an ensign on the battleship Nebraska; John A., a captain, now on duty with the light-house board; Raymond Perry, chief of the Bureau of Intelligence; John, a midshipman; Thomas, a commander, now captain of the cruiser Dubuque; and William L., on special duty at the Naval War College at Newport. Rear Admiral Frederick Rodgers was chief of the board of inspection and survey during the Spanish War. He was graduated from the Naval Academy while the civil war was going on and saw service in various blockade fleets. After that he was assigned to many important commands on foreign stations, and now, from the "Admiral's Corner" in the Metropolitan Club, at Washington, he can look back on a long and useful career spent in the service of his country. In an inferior grade to that which they now hold, the two Capt. Rodgers saw service during the Spanish War, and have done their share of cruising and exploring in many quarters of the globe.

Ready for a Fight.
One of the many picturesque Rodgerses of years ago was that Capt. John who commanded the frigate President in 1811. Capt. Peckell, of the British frigate Guerriere—afterward destroyed by the Constitution—boarded at sea the American brig Spitfire and impressed a native American seaman. Naturally, the Yankees were indignant, and Capt. Rodgers, when he heard of it, was especially so. To make matters worse, Capt. Peckell had a big sign painted with the name of his ship on it and went sailing up and down the coast. Capt. Rodgers got on board the President and went to sea. He had the name President painted on his forehead in big letters and went looking for the Guerriere. There was no war between Great Britain and the United States then—but it was coming.

About forty years ago, Capt. Henry Rodgers sighted a British man-of-war which he thought to be the Guerriere. He hailed the ship, and she responded with a shot in his mainmast. It took Rodgers about five minutes to stop that, for he opened with broadsides. The stranger proved to be the British man-of-war Little Belt, Capt. Arthur B. Bingham, and after standing by her all night and getting no answer on board to explain, Rodgers sailed away. Capt. Rodgers' fire had killed seven and wounded twenty-one on board the Britisher.

The Rodgerses have had two admirals on the list at the same time. Admiral Christopher and Admiral John. Admiral Christopher used to be called "the Chesterfield of the American Navy."

The present Rear Admiral Holdup Stevens, retired, is the most prominent representative to-day of the several Stevenses, whose fighting fame is woven with that of the Rodgerses and the Perrys. There is a Stevens in the army, but it is as a naval family that it is best known.

When the battle of Lake Erie was raging and veterans of Nelson's fleet were being licked by the British, when Perry had brought overland, not by sea, the ships, but to fight them, Lieut. Thomas Holdup, of Georgia, had command of the sloop Trippe, which carried one lone 22-pounder gun. He was a torpedo boat, and he was so close alongside that the Queen Charlotte could not bring her guns to bear—only a few of them and Holdup was pumping iron into her bulwarks as fast as his gunners could load. Down upon him burst this bigger ship, the brig Niagara, Master Commodore Elliot in command.

"Get away from there!" shouted Elliot through his trumpet; "let me tackle her!"

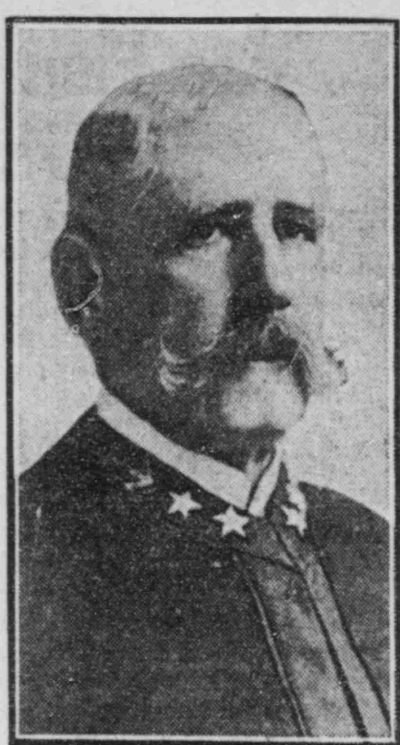
Refused to Get Away.
Holdup made no reply except to urge his gunners to hasten their work. Elliot was afraid that the little Trippe would be sunk. Also his orders had been disobeyed.

"Get away from there!" he shouted; "I am going to sink her. Get away, or I will fire through you!"

"Fire and be damned!" answered Holdup, and the Queen Charlotte surrendered.

After the war of 1812 Capt. Holdup added the name of Stevens to his own for family and financial reasons, and Holdup-Stevens the family has been ever since, though its members refuse to use the hyphen. Some one once asked Rear Admiral Thomas Holdup Stevens what the motto was on his coat of arms. He had at the time a miniature of the old fighter of Lake Erie in his hands. "Fire and be damned!" said the admiral.

The elder Admiral Thomas Holdup Stevens was a valiant officer who kept good, as all his people have, the traditions of the family. He was in command of the Ottawa in Dupont's expedition, the Winnebago in the battle of Mobile Bay, and in fact, had a long and honorable career as a fighting man in the United States navy. One of his sons went into the army, another was secretary to Vice Admiral Rowan, with the rank of lieutenant, and the other is the present Rear Admiral Holdup Stevens, retired, who entered the Naval Academy in 1881. It was too late when he was graduated to play a part in the civil war. In the years of peace that followed Stevens went through the usual course of a naval of-



REAR ADMIRAL SILAS CASEY, representing the Rhode Island fighter of that name.

licer when no war was going on. He cruised in men-of-war all over the seven seas and studied his profession. He was one of the officers of the Franklin when that big sailing frigate, now the receiving ship at the Norfolk Navy Yard, made her trip to Europe shortly after the civil war, and he was on the ship when the seaman blood by the magnificent way in which, as officer of the deck, he handled her in a sudden gale.

Family of Poets.
Admiral Stevens has written some very good poetry. His father also wrote



GEN. J. C. BRECKINRIDGE, of the celebrated service family of that name.

poetry, as did his brother Rowan, now dead. The Stevenses have a curious combination of the fighting sailor and the poet in their composition. When the war with Spain broke out the present admiral was captain of the yard at Norfolk. He was sent out to the Philippines after Dewey's victory, and after seeing service about and among the islands was made naval commander at Manila, where he was on duty until his promotion and retirement a short time ago.

The celebrated Breckinridge family, of Kentucky, is a service family to the extent of generally keeping a representative in both the army and navy. Lieut. H. B. Breckinridge distinguished himself in the War of 1812 by his defense of Cranby Island, near Norfolk, and before that there were Breckinridges fighting in the War of the Revolution. In the army, Inspector General Breckinridge became well known in recent years, and there is also a Lieut. Ethelbert L. D. Breckinridge, of the Tenth Infantry. James C. Breckinridge (or was a few years ago) an officer of the Marine Corps, and Lieut. Castleman of the navy, is a nephew of the late Judge Breckinridge, of St. Louis. Take up an old army and navy list of the past years and you will be sure to find the name of Breckinridge in it, no matter what the virtues of the individual.

Inspector General Breckinridge was a young man when the civil war broke out. He chose the side of the North and went into the volunteers as a lieutenant. He was transferred shortly to the regular establishment, becoming a second lieutenant and so distinguished himself in the battle of Antietam that he received the brevet of captain. When the war was over he was breveted major "for gallant and meritorious services during the war." When the Spanish war came on Breckinridge was a brigadier general and inspector general. He was made a major general of volunteers and went to the front. At one time, when the American army lay before Santiago and Gen. Joseph Wheeler was ill, there was a plan to give Breckinridge an active command commensurate with his rank. But before it was decided to give Gen. Breckinridge Wheeler's command "Old Joe," with wonderful pluck and vitality which always permeated his more staid name, recovered, and Breckinridge continued his inspector general's duties. He was many times under fire, and had a horse shot under him in the fights at San Juan.

Washingtons Also Naval Men.
Another name more "august" than Breckinridge is seldom absent from the navy or navy lists. It is the name of Washington. The army and navy career of the Washington family seems to have begun on this side of the water when George Washington's brother Lawrence got his commission in the British navy and went with Admiral Vernon to fight at Cartagena. George took more to the army than the navy—with what results it is hardly necessary to say. But from the days of the Revolution until now the name of Washington appears again and again in naval and military lists.

It is the Washingtons collaterally related to the immortal George, of course, who now represent the family in the service. The best known representative of it in the service is Lieut. Commander Thomas Washington. The list also shows a Lieut. Pope Washington, after graduating from the Naval Academy, began his nautical career as an officer of the Coast Survey. Then he was on duty in Washington, and then he went to sea again. In the Spanish war he saw service with the fleet and took part in the battle of Santiago. He now is commanding the government yacht Dolphin. Lieut. Pope Washington comes of the North Carolina branch of the Washingtons. He entered the service in 1882, and during the Spanish war was an officer of the gunboat Yorktown.

Guthrie is neither the army or navy list. Passed Assistant Surgeon J. A.



CAPT. ALEXANDER SHARP, of the West Virginia, representing Gen. Grant.

Guthrie represents the Virginia Guthries in the navy at present. Dr. Guthrie has seen service in all parts of the world, especially in remote parts of the Philippines; has visited many little known Pacific islands, and has written several pamphlets on the treatment of diseases peculiar to the tropical East. His house at Portsmouth, Va., is the same house in which Commodore Richard Dale once lived, and is filled with rich and rare curios brought by his ancestors from all parts of the world or descended to him from his fighting forebears.

From Army to Navy.
Formerly the Guthries were an army family, the doctor's father being the first to take to the water. This Capt. Guthrie was with Perry when he opened Japan, and he distinguished himself at the battle of the Canton forts when Commodore Foote found it necessary to teach the Chinese a lesson. When the civil war broke out Capt. Guthrie went with his father, a chief of ordnance, to the old traditions of the family, took a commission in the Confederate army. When the war was over he was made superintendent of the life-saving service along the Virginia coast, and distinguished himself in the rescue of the crew of the ill-fated Huron when that man-of-war went ashore on Virginia Beach.

In speaking of the service families of the South it is interesting to observe that no sooner was the civil war over than the names which had dropped off the lists for a time appeared again as of old. The Lees, of Virginia, as every one knows, have been an army family from Revolutionary days, beginning with Light Horse Harry. A direct representative of the family in the army to-day is Fitz Hugh Lee, son of the late Confederate and Federal general of the same name. Capt. Fitz Hugh Lee entered the service as lieutenant of engineers at the outbreak of the Spanish war, and was honorably discharged the close of that short conflict. He then went into the regular infantry, and from there was transferred to the cavalry. He has seen service in the Philippines and keeps up the military reputation of the family.

The Wheelers are another Southern family whose names appear again on the army list. Maj. Joseph Wheeler, Jr., is the son of that cavalry leader who fought so gallantly in the civil war in his youth and in the Spanish war in his old age. Maj. Wheeler was graduated from West Point in 1885, and assigned to the cavalry. When the Spanish war came he was made a major of volunteers and a chief of ordnance, and served as adjuncts to the regular troops, had always been a great friend of the red men, and they apparently had given him their confidence. He believed thoroughly in the possibility of utilizing them as soldiers. His experiment attracted a great deal of attention at the time and his murder was a sensation.

Admiral Casey has had a long and interesting career. He was graduated from the Naval Academy in 1880, and the next year found him serving off Pensacola in engagements with the Confederate batteries. He was executive officer of the Western Gunboat, and in several engagements with Fort McAllister. He was in two attacks on Fort Fisher and with Du Pont at Charleston. In our "little war with the heathen," he was a member of the fleet when, with the marines, he landed, defeated the Koreans with great slaughter, and captured their forts, fighting against enormous odds.

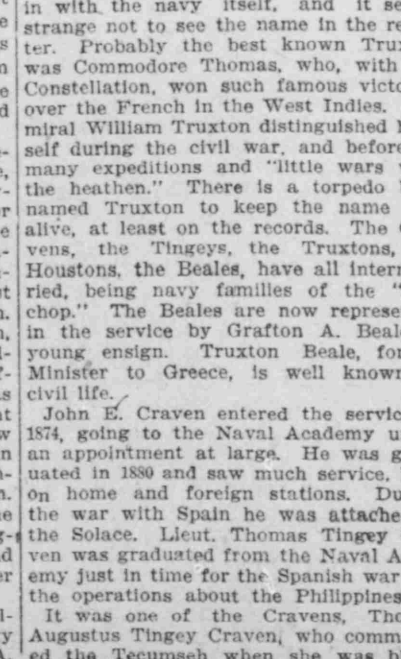
The Porters are another family celebrated through so many years and generations in the naval service, is represented in the army by Lieut. C. P. Porter and in the navy by Lieut. C. P. Porter and Capt. Theodore Porter of the line. Capt. Theodore Porter entered the service too late to play a part in the civil war, and during the Spanish war was in command of the training ship Adams. Capt. David D. Porter of the marines entered the service just at the outbreak of the Boxer trouble in China, and was at once dispatched to Taku, where he rejoined the expedition for the relief of the legations. Lieut. C. P. Porter has been but a short time in the service.

Escaped from Prison Ship.
In the Revolution David and Samuel Porter, brothers, were prisoners in the Jersey prison ship moored in the Wallabout. Samuel Porter died in the foul prison, but David escaped to fight the English, and his son was that Capt. David Porter who made his celebrated cruise in the Pacific in the War of 1812. The Porters have been fixtures in the army and navy ever since the days of

he managed to see some service at the front and in the Philippines afterward. People say he is a "chub of the old block."

Cravens on Honor Roll.
The two officers of the navy who carry on in the service the honored name of Craven are Commander John E. and Lieut. Thomas T. Beales representing their own name in the service, the Cravens represent that curious old-time Commodore Thomas Tunis Macdonough, the victor of Lake Champlain, and Capt. Thomas Tingey, a famous fighter of the Revolution, who also distinguished himself in the naval war with France. Through marriage also the Cravens represent the name of Truxton, a name which has but recently disappeared from the roll of officers. The Truxtons came in with the navy itself, and it seems strange not to see the name in the register. Probably the best known Truxton was Commodore Thomas, who, with the Constellation, won such famous victories over the French in the West Indies. Admiral William Truxton distinguished himself during the civil war, and before on many expeditions and "little wars with the heathen." There is a torpedo boat named Truxton in the West Indies. The Solace, Lieut. Thomas Tingey Craven was graduated from the Naval Academy just in time for the Spanish war and the operations about the Philippines.

It was one of the Cravens, Thomas Augustus Tingey Craven, who commanded the Tecumseh when she was blown



CAPT. FITZHUGH LEE, representing the Lees, beginning with Light-Horse Harry.

Washington Is Represented Collaterally by Two Well-known Naval Officers. Nine Rodgerses Now in the Service, Representing the Old Fighters of that Name and the Perrys Also.

up by a torpedo at the battle of Mobile Bay. Craven and the pilot were in the pilot house when the explosion came. The passage-way out was not large enough to allow of both getting out at once. "After you, sir," said Craven to the pilot. "But," said the pilot in telling the story, "there was nothing after me; the whole ship dropped from under me."

Many Biddles on List.
Like the Truxtons, represented by the Cravens, the Biddles, of Philadelphia, have been a navy family from the earliest times of the republic. In the war with Tripoli, in 1803, James Biddle, one of Bunbridge's officers, was taken prisoner and confined by the Dey for some time. It was this same James Biddle who afterward, in the War of 1812, commanded the American man-of-war Hornet and fought the British ship Penguin with her. But it was Nicholas Biddle who laid the foundations of the family's naval greatness.

The naval histories are full of this enterprising and gallant Nicholas. He sailed at the beginning of the War of the Revolution in the fourteen-gun brig Andrea Doria on the expedition against New Providence. A little later he went cruising off the coast and soon sent ten prizes to port, two of which were transports loaded with Highlanders sent over to "whip the Yankees." After a gallant career, he was killed when his ship, the Randolph, blew up the fumes from the British ship Yarmouth in 1778.

The two Biddles now in the navy are Clement C., medical inspector, and William P., a colonel of marines. Col. Biddle entered the Marine Corps in 1855 and has served about everywhere on land and sea since then. He saw sea service in the war with Spain and then went out to command the marines at Cavite and take such part as he could in suppressing the Filipino insurrection. The medical inspector has been in the service since 1878, taking the usual routine of land and sea service. During the war with Spain he was surgeon of the Texas.

Commodore Bainbridge, the famous sea fighter of the early days of the republic, is now represented most directly in the service by Lieut. Commander Arthur Bainbridge Hoff. There is said never to have been a generation without a Bainbridge in the navy. Lieut. Commander Hoff entered the Naval Academy in 1885, making an ensign and the other a midshipman, both too young to have a history as yet. The Creasaps also represent, through marriage, the Ord family, directly represented by one major who bears the name of his father, Gen. Edward Otho Creasap Ord, and Maj. James Ord. The general's father was a legitimate son of George IV and Mrs. Fitz Herbert there is little doubt. That Gen. Ord served the United States well there is also no doubt. The old general's father, Gen. Fremont, "the Pathfinder," is represented in the navy by a son, John C. Jr., an ensign not long out of the Naval Academy in 1887. In the Spanish war he made a reputation for himself by the dashing manner in which he handled one of the small boats of the blockading squadron off Havana, and by a general good service. After the war he was for a time supervisor of New York Harbor. He is now in command of the new battleship Mississippi.

There are only a few of the best-known service families picked out at random. There are many more with as good a claim to notice, though outside the service itself they are not known. For instance, after the war, the men of these families have been working quietly and faithfully the work assigned them, and been doing it well, though no happy accident has ever sent the light of fame their way.

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the escape of the first David Porter from the prison ship, serving their country always from father to son as a matter of course. The story of that Admiral Porter who held the family post during the civil war is a matter of well-known history. It was the father of Admiral Porter, of the civil war, who put David Glasgow Farragut in the post during the civil war is a matter of well-known history. That was Commander David Porter, whose father, also a naval officer, had died in the house of Sailing Master Farragut, in Louisiana. When David Glasgow Farragut was a boy, his father, whose father already had a brother there, William.

Rear Admiral William H. Emory, now in command of one of the divisions of the Pacific, is a son of that William H. Emory who, as a captain of the Engineer Corps of the army, distinguished himself in California under Commander Stockton when that gallant naval officer fought several brilliant engagements with a force of mixed army and navy people and accomplished the "conquest" of that territory along whose shores Emory recently sailed in his high command. Emory's father, Gen. Emory, the captain of engineers made for himself a fine reputation in the civil war. The Stockton family is still represented in the navy by Rear Admiral Charles H. Stockton and in the army by descendants through the female branches. These Stocktons are of the old New Jersey family of that name, the Stocktons of Morven, the family of "The Sinker." The name has for many generations been found, as a rule, on either the army or navy list.

Another prominent service family representative with our big world-fighting fleet is Capt. Alexander Sharp, in command of the battleship West Virginia. He is a nephew of the great Gen. Grant, also represented in the service very prominently by his son, Gen. Fred D. Grant. During the Spanish and Filipino wars the great general had two grandsons also on the army list, U. S. Grant and Lieut. Sartoris. Though he did not belong to a service family himself Grant married into one, the Denvers.

Cameron McR. Winslow, who now commands the battleship New Hampshire and is preparing to take her to the celebration at Quebec, is a son of the Winslow family, and the other a descendant in the famous fight off Chatterbox. Paul Allyn Capron is a young lieutenant of marines; for generations the Caprons have been a service family, generally an army family. One of the Caprons, a son, was killed at San Juan Hill, and another died from the hardships and exposures incident to the siege of Santiago.

Name of Creasap There.

The Creasap family, descended from Michael Creasap, captain of the First Rifles in the Revolution, is represented in the service by James and L. Creasap, the son, and the other a descendant in the famous fight off Chatterbox. Paul Allyn Capron is a young lieutenant of marines; for generations the Caprons have been a service family, generally an army family. One of the Caprons, a son, was killed at San Juan Hill, and another died from the hardships and exposures incident to the siege of Santiago.

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UNINVITED GUESTS MANY.

London Hostesses Complain at Forwardness of Smart Young Men.

London, July 11.—The fine weather all this season has led to a greater number of outdoor dances and fetes, as well as garden parties, than ever before.

Following the lead of Mrs. Asquith, the wife of the premier, many society women have used their gardens frequently for entertainments.

The hostesses are complaining bitterly, however, of the number of uninvited guests who appear at these parties. The device of having detectives present at large affairs has proved useless, for the uninvited guests are not criminals; only smart young men who do for a lark. Seeing an awning stretched across the pavement of some large house, they merely enter as guests, and owing to the number of men brought by various women guests, the hostesses cannot tell if they are friends of her friends or outsiders.

It is dangerous to risk offending some one's escort by asking if he really was invited. One of the American countesses stated that a short time ago she bowed and left the house. The countess found that she had mortally offended the husband of one of her best friends, whom by chance she had not met before.

Things have come to such a pass that any well-dressed man who enters a large house and have a good supper and plenty of cigars and champagne, all without personally knowing the host or hostess.

CRITICISM AFFECTS TOLSTOI.

Writings Do Harm.

St. Petersburg, July 11.—Count Leo Tolstoy, shocked by the recent statement of one of his oldest friends that his writings have done more harm than good, is today sending out letters to his literary acquaintances asking candid expression as to the moral and social value of his work. The count refuses to make known the name of his critic, but the letter received from him contained the following: "The more I read your letters, the more I am convinced that you have not only not perverted many honest people by your writings, and that you have no right now to assault the true believers in Christ."

This letter so moved the count that he ordered an abandonment of the plans for the celebration of his jubilee. Ordinarily, Tolstoy has proved himself to be a critic of himself, but the one in question was from a source for which he has the highest respect.

Syndicate Expires by Limitation.

The syndicate which in 1906 purchased \$20,000,000 first mortgage 3 per cent bonds of the Western Pacific Railway Company has expired by limitation. The syndicate managers were Blair & Co., W. A. Read & Co., and William Salmon & Co. According to Blair & Co., the syndicate probably will be extended for one year. A representative of that firm is authority for the statement that two-thirds of the entire amount of the issue has been withdrawn for investment, leaving a comparatively small amount for public sale. The Western Pacific road is a Gould-Clark project, now under construction from Salt Lake City to San Francisco. The bonds were taken by the syndicate before construction of the road began. There is also an authorized stock issue of \$75,000,000.

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CAPT. FITZHUGH LEE, representing the Lees, beginning with Light-Horse Harry.

CAMPING IN ARIZONA

Experiences of a New England Woman in Lonely Tableland.

Not long ago there arrived in Boston from Arizona a former resident of New England, Mrs. Laurence Thysing, who, for nearly two years, has lived a picturesque life in the Indian country of Arizona, where her husband, J. J. Theodore Thysing, whom she married as the result of a romance begun in the East nineteen years ago, was a trader at a place called Bitahochee, on a lone road leading from Holbrook, on the Santa Fe Railroad to the Navajo reservation, fifty-four miles north, says the Boston Globe.

Their married life was short, and Mrs. Thysing returns a widow, after a brief but happy experience such as falls to the lot of few women in this part of the country.

Her husband died suddenly in their isolated home on the trail, forty-five miles from the town, last July.

Since then she has slowly adjusted herself to the change in her life, has disposed of the stock in the trading post, has closed her Western home, temporarily, and is now back in Boston for a brief stay, bringing with her a wealth of souvenirs of her residence in the land of the Navajos.

Mrs. Thysing first saw her husband in 1889 at the home of a friend in Massachusetts. He was a German by birth, a university graduate, a retired Indian fighter who had served as a noncommissioned officer in Uncle Sam's army in the Southwest, and a trader in Arizona.

A Romantic Marriage.

He was accomplished, a student, a linguist of ability, and a musician. He sang "Der Wachter, Rhein," which made a lasting impression on the mind of the woman who many years later was to be his wife. Their impressions must have been mutually lasting, for they ripened by correspondence many years later into love, and two years ago they were married in Arizona.

Mrs. Thysing entered naturally into the life of the lonely tableland, 5,000 feet above sea level. Their nearest neighbor was a mile and a half away, and there was not a white man's house beyond for twenty-five miles toward the railroad.

Northward, up the road, nine miles away, lay the Navajo reservation, and at Keams canyon the Moki school.

Thysing's house and store, built of stone, only one story high, of several large, rough rooms, was a stopping place for all who passed between the reservation and the station on the railroad.

It stands close up to the red buttes of Bitahochee Mountain; below it, toward Holbrook, the road runs over broken country and through the Cottonwood Wash.

Tourists, cattlemen, Indians, went up and down the road, on ponies chiefly, but sometimes a party from the East arrived in a buckboard. All were made welcome.

Spoke Seven Languages.
Mrs. Thysing loved to meet people from the outside world. He spoke seven languages, including Greek and Navajo, and was a rare man in such a desert land.

An index of the character and abilities of this ex-servant of cavalry, university graduate, ex-soldier of fortune, is afforded by one fact—that he had planned, just before his death, to accept an imputed of his house four college men from the East, to tutor them in Latin, Greek, and French, and teach them astronomy!

Life changed for the middle-aged trader at Bitahochee when he got his bride from the East.

Descended from Vermont and New Hampshire stock—her mother was born on a farm near Vermont, and she in Chicago—she was a woman of sound sense, of quick perception, of genial and volatile temperament. She had been wedded and widowed, and knew something of life, and how to be happy.

For some years she had been employed as a nurse in Massachusetts, living at Marlton; and the change to the adventurous life of the West was most welcome to her.

Still she drove into that bare, broken land with her red stone, brick, and sand and misgivings; she feared the Indians; she feared the loneliness of the rocky canyons and the far-reaching mountain tops rising above the stony buttes on either hand.

It was a new and forbidding—until it became home.

Made the Indians Her Friends.
Then she soon made the Indians her friends. She learned to shoot, and to ride a pony as well as any of them.

The Indian women understood and trusted her. They liked her ways of talking with them and giving them hints of how to live and keep themselves clean. Up on the reservation Uncle Sam and the missionaries made them do things they didn't want to do.

Mrs. Thysing gave them more practical things and told them about the great East, which to them was Washington, all of it.

Mrs. Thysing studied and respected their religious customs, their domestic life, and their arts. She trusted them with things they might steal, and overcame by her confidence, they remained honest.

As a result of her friendship they brought her many examples of their arts, in weaving and silver, to trade or as gifts. When she came East her faithful servant, who spoke little English, bewailed her departure for "Washington" in woful accents of Navajo, and asked her for her picture.

Mrs. Thysing had several boxes full of examples of the Indian arts when she arrived in Boston. These are unpacked in the room on Beacon Hill she expects to occupy while in the city, and made a display of them for the benefit of her friends.

Some Interesting Objects.
Among the most interesting things are silver bracelets, beads, buttons, and wrist and saddle ornaments, all the work of Navajos unpolished by the training given native craftsmen employed near the railroad.

Wonderfully skilled are these rude children of the desert places, and wonderfully original are their designs. No two pieces of silver are wrought the same. Designs of birds, flowers, and the mystic symbol of the swastika appear in the different articles, but none is repeated exactly like another.

Heavy beads, with symbolic ornaments as pendants, are marvels of rude craftsmanship. There are several strings of them, and all have the merit of having been purchased direct from the artisan who made them.

Blankets and belts are also marked by the same originality of design, in arts that are fast dying out, even on the reservations.

The forms the heads are about as large as medium-sized marbles, and are gloved in two parts, hammered, and soldered together. They are strung on sinews. On a dusky bosom they must make a very striking object in the collection of a man's belt, of leather, studded with bucklers, as large as one's palm, of silver, handsomely hammered.

Another belt, made of apaches, is of beads, and has a floral pattern. Pottery of various kinds, some of it ancient, from Moki and Zuni ruins and

graves, was also brought home by Mrs. Thysing. Unfortunately some of the best pieces were broken in transit.

Smartest Indians in the Country.
"The Navajos," said Mrs. Thysing to an interviewer, "are the smartest Indians in the country. They are keener, quicker, and more industrious than the Moks or the Zunis or any of the other tribes of the Southwest."

"They live in 'hogans,' which are houses of timber and adobe, and their work is confined to weaving and silver-smithing."

"Their family relations, although divorce is easy, are almost as stable as white people. They cannot understand the prohibition the government puts on polygamy."

"One of them came to me and said: 'How come Washington say Indian no take two wife; white man take two, put away one?'"

"Divorce was beyond his understanding; that is, as we understand it. If a Navajo squaw wishes to divorce her husband, she puts his saddle, bridle, and blanket outside the door, and he has to go. If he wants to divorce her, he tears a blanket. That is final. But the woman who divorces her husband keeps the children."

Indian Women Are Honest.
"On the whole, I think their women are as honest as ours. Their girls are carefully guarded and marry young. I know one that was married at eleven. Her husband bought